

engined parasol monoplanes equipped with pusher airscrews.

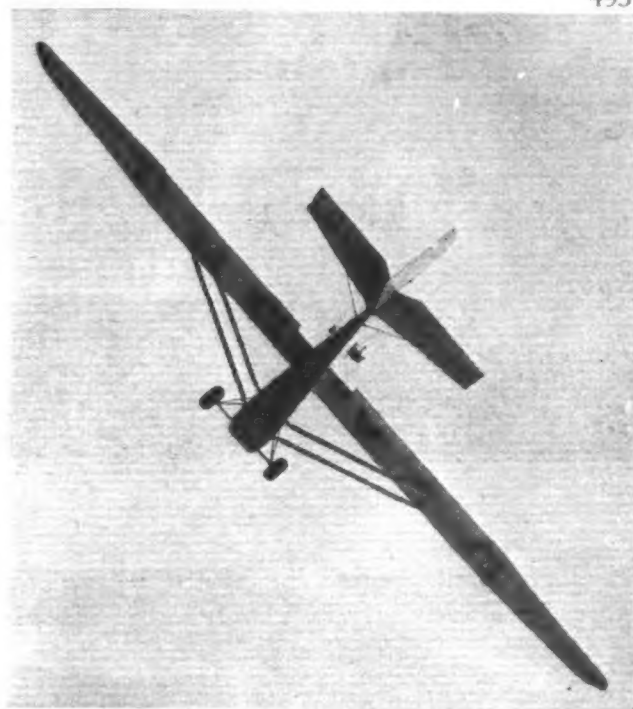
It has been estimated that, assuming a pilot or club does 400 hours' flying annually and the machine is completely written off in four years, the running cost of the Super Drone, including depreciation, petrol and oil, full comprehensive insurance (third-party and crash), housing and maintenance, will be no more than ten shillings per flying hour, or twopence a mile at 60 m.p.h.

The Super Drone has a 750 c.c. Aero Engine power plant and is claimed to land and take-off in 45 yards. A 28 h.p. water-cooled Carden gives the Drone de Luxe a cruising speed of 62 m.p.h.

LUTON

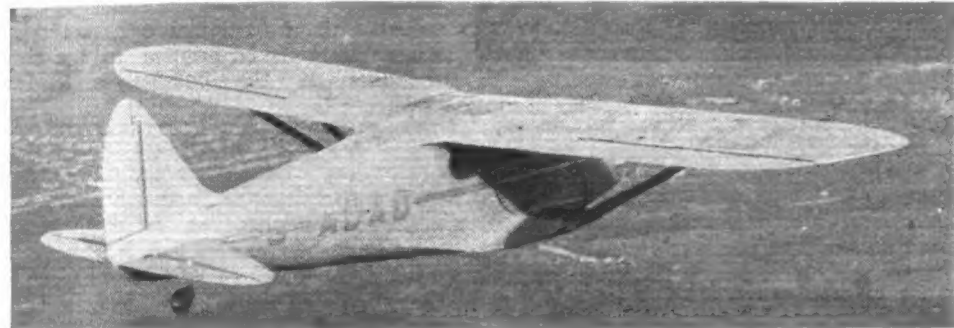
ONE of the most attractive ultra-light machines which have appeared during the past few months is the £325 Luton Buzzard, an eyeable little monoplane built at Gerrards Cross, Bucks, by Luton Aircraft, Ltd. Split flaps, "trousered" undercarriage and pusher airscrew are features, and the speed range is from 25-85 m.p.h.

Very recently the company has issued preliminary details of the Minor, a machine in the design of which safety has been the first consideration. The speed range is estimated to be from 22 m.p.h. to 75 m.p.h. with the 34 h.p. Anzani engine, and the provisional price £225. The Minor might be described



A striking "angle" on the B.A.C. Super Drone which cruises at 60 m.p.h. with a 750 c.c. engine.

Although showing unusual economy the Heston Phoenix (D.H. Gipsy Six) has an excellent all-round performance.



A two-three-seater twin-engined monoplane of intriguing design: the new Heston monoplane with two Continental A.40 engines.

as a biplane with exceptional stagger. Ailerons are fitted to the lower, or rear, wings only, and, thanks to the slot effect produced by the relative positions of the main planes, they should remain effective up to and beyond the normal stalling attitude. This slot effect is claimed also to eliminate the undesirable stall and involuntary spin.

The forward portion is reminiscent of a *Pou du Ciel*.

PARNALL

FULL use is made in the Parnall Heck two-seater low-wing monoplane of leading-edge slots and trailing-edge flaps, resulting in an unusually wide speed range with a 200 h.p. D.H. Gipsy Six engine.

The manufacturers are Parnall Aircraft, Ltd., of Yate, Gloucestershire, and the sole concessionaires are Aircraft Exchange and Mart, Ltd., of 7, Park Lane, London, W.

PERCIVAL

THOUGH the first is a single-seater, the second a three- and the third a four-seater, the Percival Mew Gull, Gull and Vega Gull all bear the Percival stamp, having low cantilever wings and fixed "trousered" and "spatted" undercarriage.

All are of wooden construction and embody an effective flap gear.

The Mew Gull is intended for the sportsman pilot or as a fast, light despatch carrier, and is normally fitted with a D.H. Gipsy Six. The latest models built mount the Series II version of that engine driving a variable pitch airscrew, and their cruising speed is well above the 190 m.p.h. claimed for the machine with the Series I "Six."

The Gull, with a batch of records to its credit, can be supplied with the D.H. Gipsy Major or Gipsy Six engine, the respective maximum speeds of the two versions being 154 m.p.h. and about 180 m.p.h. Their pay loads 515lb. and 455lb., and their ranges 745 miles and 640 miles.

Seating four in quite surprising comfort considering its size (span 39ft. 6in. and length 25ft. 6in.) the Vega Gull, like the Mew, has lately been produced with the Series II Gipsy Six and thus powered a Vega Gull, flown by C. W. A.

Scott and Giles Guthrie won the recent Schlesinger race to Johannesburg. The Vega bids fair to emulate the Gull as a record-breaker. With the Series I Gipsy Six the Vega Gull cruises comfortably at 150-155 m.p.h., but the newer engine adds several m.p.h.

Space does not permit a list of records and long-distance flights standing to the credit of Percival machines, but in a short period the various types have covered themselves with glory.



Such refinements as split flaps, wing root fillets and trousered undercarriage are incorporated in the ultra-light Luton Buzzard pusher.